

## **CITY OF HAYWARD**

### **AGENDA REPORT**

AGENDA DATE 07/27/99

AGENDA ITEM 4

WORK SESSION ITEM       

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT:** Harder Road Grade Separation Project: Authorization for Increase in Additional Professional Services

#### **RECOMMENDATION:**

It is recommended that the City Council approve the attached resolution authorizing an increase in additional services in the agreement for professional services, not to exceed \$220,000, with Martin & Kane, Inc.

#### **BACKGROUND:**

On September 19, 1995, the City Council authorized the execution of a professional services agreement with Martin & Kane, Inc., of Roseville, California, for the preparation of plans, specifications, and estimates for the Harder Road Grade Separation project. This project includes elimination of the current at-grade crossing of the Union Pacific Railroad (UPRR) tracks by constructing a new four-span railroad bridge, lowering Harder Road, installing a temporary railroad track during construction, realigning the existing drainage culvert, landscaping along Harder Road, and other associated utility relocation work. The original contract was for \$540,000, of which \$100,000 was for additional services including about \$50,000 for design services during construction.

During the long duration of this design project, several significant design changes were required resulting in authorized expenditure of the \$100,000 allocated for additional services. The most significant changes include redesign resulting from changed UPRR bridge design requirements, redesign resulting from changed Alameda County Flood Control storm drain channel design requirements, and unanticipated environmental permits from the Army Corps of Engineers, the California Department of Fish and Game, and the California Regional Water Quality Control Board. In addition to these authorized changes, the consultant has had to do additional extra work on design, for which staff is recommending \$25,000 compensation.

On June 8, 1999, Council was briefed on staff's proposal to construct a temporary detour road on Lund Avenue to alleviate the projected traffic impact along Soto Road (Exhibit B). The design work required to complete this revision will include extensive coordination with the UPRR and the Public Utility Commission (PUC), and preparation of exhibits for an informational meeting with affected residents on Lund Avenue and Soto Road, which is targeted for late September 1999.

It is expected that the Lund Avenue detour will be the first order of work after the start of construction. Council will also recall that the proposed work at Soto Road and Orchard Avenue, and Soto Road and Jackson Street, which is also necessary to relieve traffic congestion, will be done as a separate project this Fall.

Negotiated consultant fees for the detour will be \$104,000. Additional design revisions are also recommended that will reduce unsightly and expensive retaining walls along the south side of Harder Road. These additional consultant design services fees will be \$33,000. Thus, the combination of these two items, plus the \$25,000 claim for previous extra work, totals \$162,000. In order to have sufficient budget for construction, administration, and support services, as well as any minor additional design services, staff recommends an additional increase of \$58,000, which when added to the \$162,000 would be a total increase in additional services of \$220,000 and would result in a total contract not-to-exceed amount of \$760,000.

#### **PROJECT COSTS:**

The current estimates are as follows:

Construction	\$ 5,748,000
Consultant Design	760,000
In-House Design & Administration	170,000
Right-of-Way Acquisition	400,000
Inspection and Survey	<u>400,000</u>
TOTAL	\$ 7,478,000

#### **FUNDING:**

The approved 1999/2000 Capital Improvement Program contains a total of \$7,478,000 for the Harder Road Grade Separation project. As noted at the June 8, 1999, work session and depending upon the final design and actual bids received, additional funding will be required. Staff will determine, prior to the call for bids, the sources for the additional required funding.

#### **SCHEDULE:**

Based on the need for the additional design and right-of-way acquisition, the present proposed schedule is as follows:

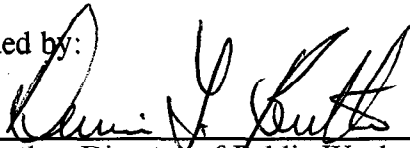
Advertise	February 29, 2000
Award contract	April 25, 2000
Begin construction	May 27, 2000
Complete construction	March 25, 2002

Prepared by:



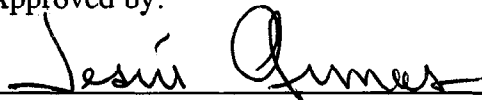
Robert A. Bauman, Deputy Director of Public Works

Recommended by:



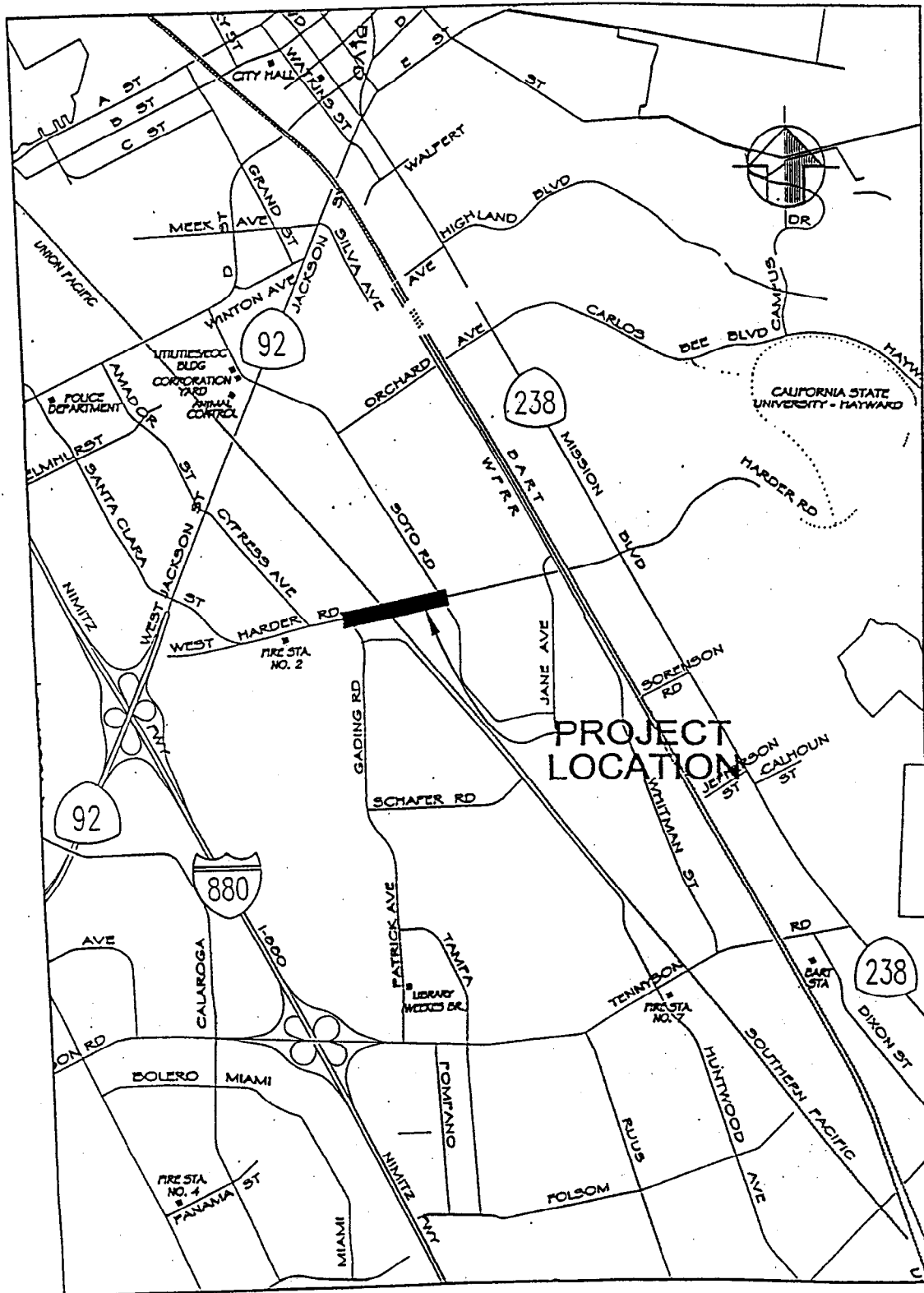
Dennis L. Butler, Director of Public Works

Approved by:



Jesús Armas, City Manager

Attachments: Exhibit A: Location Map  
Exhibit B: Detour Plan



HARDER ROAD UNDERPASS  
LOCATION MAP

Exhibit A

**DRAFT**

*PM 7-21-99*

HAYWARD CITY COUNCIL

RESOLUTION NO. \_\_\_\_\_

Introduced by Council Member \_\_\_\_\_

RESOLUTION AUTHORIZING AN INCREASE IN  
ADDITIONAL SERVICES IN THE AGREEMENT FOR  
PROFESSIONAL SERVICES WITH MARTIN & KANE, INC.  
FOR THE HARDER ROAD GRADE SEPARATION  
PROJECT, PROJECT NO. 5195

WHEREAS, On September 19, 1995, an agreement for professional services with Martin & Kane, Inc. of Roseville, California, was authorized for the Harder Road Grade Separation Project, Project No. 5195; and

WHEREAS, significant design changes were required during the project which have resulted in the necessity for additional funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hayward hereby authorizes an increase in the Agreement with Martin & Kane, Inc., of Roseville, California, for the Harder Road Grade Separation Project, Project No. 5195, in an amount not to exceed \$220,000, in a form to be approved by the City Attorney.

IN COUNCIL, HAYWARD, CALIFORNIA \_\_\_\_\_, 1999

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: \_\_\_\_\_  
City Clerk of the City of Hayward

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney of the City of Hayward

